

CLASSIFIED MESSAGE

S E C R E T

DATE 0107Z 17 JUL 62

25X1

TO

FROM

ACTION: OSA (1,2,3,4,5,6,7,8,9,10)

INFO : S/C (11)

EG

25X1 DTR: 0123Z 17 JUL 62

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INFO

CITE

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25X1 1. [ ] DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

2. ENGINE STARTED OK. ONE START ABORTED, ANOTHER START THE STARTER CART CUT OUT AT 2700 RPM, TWO STARTS OK TO IDLE. START FUEL FLOW APPROXIMATELY 1300 PPH, 1400 RPM FIRE SPEED, ACCELERATION TO IDLE GOOD IF HSD CART IS COOL.

3. IN PROCESS OF REPAIRING MINOR INSTRUMENT AND/OR STAND PROBLEMS.

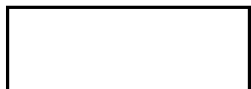
4. UNABLE TO CONTROL FUEL INLET PRESSURE SATISFACTORILY WHEN OPERATING DIRECTLY FROM TANK TRUCK. AT 10,000 PPH FUEL FLOW, TRUCK DISCHARGE PRESSURE WAS 120 PSI BUT DROPPED TO 34 AT ENGINE. HAVE REQUESTED THAT BASE PERSONNEL RESTORE FUEL SYSTEM TO BASIC DESIGN CONFIGURATION BEFORE PROCEEDING.

5. ENGINE NOZZLE INSTABILITY ENCOUNTERED AT NOZZLE CLOSING SPEED. MAY BE ASSOCIATED WITH TEMPORARY FUEL SYSTEM SUPPLY.

6. PREDELIVERY TIME 19:19. FIELD GROUND TIME 00:45. TOTAL TIME 20:04.

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(IN 42788)

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7.



WHAT IS POSITION ON ACCUMULATORS IN HYDRAULIC  
PRESSURE GAGE LINE? WHAT SIZE ORIFICE DO YOU USE AT ENGINE HYDRAULIC  
PRESSURE FITTING, IF ANY? REPLY ASAP.

END OF MESSAGE